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A Cream of Tartar Powder,
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ROYAL BAKING POWDER CO., NEW YORK.

Governor Beckham has appointed as members of the Kentucky Board of Control, just created by the Legislature to take charge of all the charitable asylums of the state, Percy Haly, now Adjutant General, for four years; Milton Board of Hopkinsville, for three years, and D. B. Redwine of Jackson, for two years.

CROSS HERE, 'GENE!

Building the Ironton-Ashland Bridge Has Been Deferred

A dispatch from Ironton says Eugene Zimmerman's project for a bridge across the Ohio at that point was pushed indefinitely into the future at an all-night conference of representatives of Zimmerman, J. P. Morgan and Contractor Nave.

Mr. Nave will be compensated for the services he has rendered, all contracts for material will be canceled and the completion of the bridge abandoned for the present.

The result was a victory for Morgan and a severe blow to the Zimmerman plans for an outlet for the Kentucky coal fields.

Just look up with the Columbus and Maysville, 'Gene, and swing your footlog across from Aberdeen to Maysville; then you'll be somewhere!

From New York to Paris

This Will Soon Be Accomplished Fact

The Arabian Nights dream of traveling by train from New York to Paris, via Alaska and Behring Strait, seems about to be realized.

Among the wonders of the Paris Exhibition of 1900 was a railway trip through Siberia. Passengers took passage in real Pullman cars, heard bells ringing and whistles blowing, and as they said good-bye to friends the Imperial Overland Express rolled away. Through towns and cities, through long stretches of country, they went up into a wilderness of ice and snow, and then across the wilds of Siberia. It all seemed like magic, yet was simple enough.

With a panorama moving at high speed, on either side the country seemed flying by the car windows and the illusion was perfect. But no one imagined it foreshadowed a coming reality soon to be a commercial success.

A St. Petersburg cablegram from M. Loe de Lobel, projector of the trans-Siberian-Alaska Railroad, to William Harman Black, his New York counsel, the other day, said the Tsar had signed a ukase authorizing a commission named by the Russian Railroad Commissioners, and the making of a survey by the route proposed for the Inter-Continental Road from Irkutsk to East Cape on Behring Sea. This link, connecting with lines already finished there and lines to be built here, will make an unbroken route of steel rail from Herald Square, New York, to Paris.

M. de Lobel first interested Parisian capital in his plan a few years ago, and a survey was made at a cost of half a million of dollars of a strip sixteen miles wide, from Irkutsk, on the Trans-Siberian Road to Behring Sea, a distance of 3,800 miles—the line following the richest agricultural and mineral regions in Russia. The company asked for a grant of this strip as a bonus from the Tsar to aid in building the great railway. Now that the concession has been signed, nothing remains but to push on the work.

It is an interesting fact that while M. de Lobel was proposing a ferry or bridge across Behring Strait he met with no approval here. But later, when he planned to tunnel the Strait, he received encouragement everywhere from capitalists and engineers.

Behring Strait is thirty-six miles wide with a depth of from 160 to 180 feet in the deepest place. Fortunately, there are two islands be-

tween shores, which will greatly aid in hastening the tunnel work, because it will give the engineers places in mid-channel to sink shafts below the level of the sea, from which the excavators can work both ways toward the men digging from the shore ends of the tunnel.

When M. de Lobel was in New York last summer he formed an advisory committee composed of Alfred Craven, Deputy Chief Engineer of the Rapid Transit Commission; Edward Bond, Albany Chairman of the Advisory Board of Canal Consulting Engineers of the state; Elmer L. Cortbell, a member of that Board and a constructing engineer of the West Shore Road; Dr. John A. L. Waddell, Kansas City, Bridge Engineer, and J. L. Harrington, Chief Engineer of the Montreal Locomotive and Machine Company. Mr. Black, recently Commissioner of Accounts of New York, is the Wall Street Attorney for M. de Lobel's great enterprise.

In the Waldorf Hotel the other day Mr. Black said the great problem had been neither the tunnel nor the raising of money to build lines through Alaska, but to get the Tsar to officially authorize the building of the four thousand mile link of new railway through Siberia. This was what kept things at a standstill so long.

Now that the ukase has been signed there would be no difficulty in raising money to construct lines through Alaska and Siberia, as well as the great tunnel under Behring Strait.

It is believed that these thousands of miles of railway, including the tunnel itself, can be finished and trains running in from four to five years—ten years less time than it took to build the first Brooklyn Bridge.

One of the last words said by M. de Lobel when he stood on the deck of a French steamer about sailing for France was that it will be possible within a few years to enter a Pullman train in New York and go straight through to Paris by the way of Behring Strait without leaving the cars. In comparison with a journey

like this a trip to San Francisco seems like a journey to Harlem by trolley.

Since 1888, when M. de Lobel visited Alaska as a member of the Paris Geographical Society, he has been enthusiastically pushing along his gigantic enterprise. At the point where his railway would reach salt water in Alaska, at Cape Prince of Wales, and Siberia, at East Cape, Behring Strait is only about as far across as it is from New York to Fire Island by the Long Island Railroad, or to Kruger's by the Hudson River, or to New Brunswick by the Pennsylvania. The amount of excavating required to build the New York sub-ways would more than put a double track under Behring Strait, with enough space to spare for sidings, depot buildings and living accommodations for the officials and employees along the submarine line. As the bottom of the Strait is of granite, there will be no danger of rock slides or the roof caving in.

GOLD IN VAST QUANTITIES.

Then there are other things to be considered. Some Mining Engineers say there is enough gold under Behring Sea, which the tunnel would crosscut, to pay for building the road. If men not engineers can dig fortunes out of the soil almost anywhere in Alaska, and especially along the sea coast around Nome, which is not far comparatively from the Strait, it would seem reasonable to expect the engineers to find rich veins of gold, silver and perhaps platinum, if not copper and other valuable metals. Almost anything that the imagination may fancy has been predicted by experts in the Northwest. The Great Northern Pacific Railways, both in the United States and Canada, have made fortunes for their companies and opened up fortunes for the settlers.

M. de Lobel says further:

"Between the Siberian and Alaskan coasts lie the Diomed Islands. There are two of them, and the larger will permit us to divide the tunnel into two sections of nearly equal length. Here we can erect works necessary during construction as well as a motive power plant for moving trains either by electricity or compressed air and also for ventilation of the tunnel.

"Including the approaches, the tunnel will be about 38 miles in length, and this, with the 3,800 miles of railroad which we propose constructing in Siberia and the 1,200 we intend building in Alaska will go to make up our Trans-Alaska Siberian Railroad. We will connect in Siberia with the Trans-Siberian Road at Irkutsk, while our Alaskan Road will pass through Council City, Nulato and Fairbanks, connecting at a point about one hundred miles South of Dawson City with the Grand Trunk Pacific, which is planning an extension to that point.

"The Russian Government approves our plans, and our concession, a strip sixteen miles wide the entire length of the road in Siberia, means about 40,000,000 acres of good land. To complete the road will require about \$250,000,000. I have assurances from men high in finance in Russia, France, England and the United States that they will give us \$300,000,000 if necessary to make the enterprise a success. It is estimated that the fare to Paris would be just about what it now is by trans-Atlantic steamer and the trip would take from forty to fifty days."

It is safe to say that such a journey would give a man the experience of his life. Think of it. The New York man bound for Paris would step aboard the train in Herald Square, roll through the magnificent states to Chicago and Duluth, thence onward through the great mountain ranges of the Rockies, through canyons and over great rivers to Alaska, where the scenery stands on end and a man gasps for joy as he realizes the boundless wealth of the country, the vastness of the mountain slopes and the stupendousness of glaciers which are shoving millions of gold and silver into the ocean every time the earth trembles under the weight of wealth. Thence up the coast, the views of the great ocean, and the countless islands dotting the seashore will keep a man's nerves thrilling until he reaches the Nome country, where every back yard is full of fish and gold. There the traveler drives under Behring Strait where all things movable plough their way Southward and you can hear icebergs and whales scratching the roof of the big tunnel as the train glides on its way into the vastness of Siberia.

According to all accounts, that land of the exile is really a rich country, wonderful for wheat and other possibilities in agriculture, with mines punctuating the miles during the long journey to Paris.

Thus the traveler proceeds on the other side of the world, running swiftly down the slopes of Russia, along Napoleon's great line of march, through Poland, Austria, into France and at last reaching Paris, the imperial city of the world. Isn't such a trip worth the money and the thousands of miles journey through mountains and forest, under the Arctic Sea and amid auroral splendors of the North?

CAPITAL AVAILABLE.

Yet all this is but a link in the world encircling railway system which capitalists are projecting. Read this from Mr. A. H. Ford in the Independent. He says:

"From Cape Horn to the Cape of Good Hope by rail is the latest project of our giants of finance who have control of limitless capital.

"This round the world trunk line, which is already more than half completed, is to be some 25,000 miles in length. Beginning at the tip of the South American continent, it is surveyed

WHAT'S THE MATTER WITH NOW?

There is a time for everything, even spring carriage buying. Right now you've time to choose, time to be waited on, time to change your mind. Right now we've time to explain, discuss and help you decide.

Everything that is new and stylish will be found on our floors.

WE'VE THE CARRIAGE FOR YOU

No doubt about it, and the HARNESS for your horse; in fact, we're good and ready in all departments. Come in and see how well we are fixed and how easy-priced the goods are.

KLIPP & BROWN.

Robert E. Damon of Bethel, Bath county, and Miss Annie Lee Sorrell of Hillsboro were married Thursday last at Owingsville.

Fourteen hundred grass widows in Chicago are annually drawing \$672,000 in alimony from their former husbands.

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to follow the crest of the Andes, winding up through the isthmus of Panama into Central America, then across Mexico, the United States and Canada into Alaska, under Behring Strait and across arctic Siberia and torrid Central Asia to the Holy Land and Egypt, where it is to connect with the Rhodes Trans-African Railway now in course of construction from Carlo to Cape Town, a distance in all equal to the circumference of the globe, and the building of but 10,000 miles of additional railway remains to fill in the gaps and complete this most remarkable project of modern times.

"Half a billion dollars, a sum Congress appropriates every winter, will complete the Cape Horn to Cape of Good Hope Railway, which is little more than the amount already expended on the construction of the Trans-Siberian Railway. This sum has already been subscribed, if the projectors of the great world uniting scheme are to be credited.

"The plan of a Round-the-World-Railway is the joint idea of an American, an Englishman and a Frenchman. Andrew Carnegie has offered to finance the New York to Buenos Ayres project, having subscribed \$50,000 for the preliminary surveys, and M. Loe de Lobel has had a survey made of the New York to Paris air line, that, when built, will serve to connect the Cecil Rhodes 'Cairo to Cape Town' with the 'Pan-American' Railway, thus bringing Paris and New York in touch by Pullman service with every great city of the five continents.

"Within five years," is the promise of the enthusiastic Frenchman. 'In about a decade' is the surmise of the cautious Scotch-American, that the various trans-continental railways will become united in one connected world system."

In 1904 there were 534,000 miles of railway in the world.

More than 90,000 women are engaged in the lace industry in Russia.

All smart up-to-date women of today. Know how to bake, wash, sing and to play; Without these talents a wife is N. G. Unless she takes Rocky Mountain Tea.

J. J. Wood & Son.

The first woman to become principal of the Chappaqua Institute, one of the best known Quaker schools in the United States, is Mrs. John W. Cox, wife of a New York architect.

The finest collection of dogs in the world is believed to be owned by Miss Ruby Cooke, daughter of Lady Cooke, of Easthorpe, England. Her collection includes Mighty Atom, which weighs just two and one-half pounds.

Sour Stomach

"I used Cascarets and feel like a new man. I have been a sufferer from dyspepsia and sour stomach for the last two years. I have been taking medicine and other drugs, but could find no relief only for a short time. I will recommend Cascarets to my friends as the only thing for indigestion and sour stomach and to keep the bowels in good condition. They are very nice to eat."



Pleasant, Palatable, Potent, Taste Good, Do Good. Never Sickens, Weakens or Grips. Be Sure, Get the genuine Cascarets stamped C. C. C. Guaranteed to cure or your money back. Sterling Remedy Co., Chicago or N.Y. 599

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BRACELETS

In silver or gold, in plain, engraved or chased, Roman or English finish, with the new secret joint. All the newest styles in chains with fancy stone settings.
CUMBS—Do not fail to see our new line of Fancy Mounted Black and Blue Cameo, real and imitation shell and amber in gold and gold filled mountings; beautiful patterns, all new.
ARTISTIC BELT BUCKLES—The right belt buckle gives an artistic touch to a dress as effective as the hat, blouse or trimming. Buckles in gold and silver, Roman and Egyptian finish, plain or set with stones.

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Every man, woman and child to call at our store when wanting Shoes. Look over our stock. We will give you a better selection and guarantee to suit you in every particular. Prices 50c to \$3.50.

... W. R. SMITH.

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Special Request.

In answering advertisements appearing in the columns of this paper, or when buying goods from a merchant whose advertisement appears in this paper, our readers are especially requested to state that they saw the advertisement in THE PUBLIC LEDGER. This will cost you nothing, and it will be gratefully appreciated by both the advertiser and the Editor.

TO THE Farmer!

In time of peace prepare for war, and in hot weather get ready for cold. It will pay you to see us before you buy your

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We have the largest stock in the city. Every bushel guaranteed or money refunded. Also, Brick, Lime, Salt, Cement and Sand. Agents for Agatite and Alabaster Wall Plaster.

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No. 1 New River Furnace Coal.
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Keep your money safely for you.

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WE WILL

Pay you 3% interest upon Savings Deposits.

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Serve you with pleasure in any and every other way that a Bank consistently can.

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MAYSVILLE, KY.

Capital stock, surplus and additional liabilities.....\$135,000.00
32 stockholders, all residents in and owners of Mason county real estate, worth over.....\$600,000.00

Comparative Statement of DEPOSITS

January 1, 1905.....\$135,368.97
January 1, 1906.....\$190,984.29
February 1, 1906.....\$205,416.29
March 1, 1906.....\$242,308.54

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